

# Seattle Pedestrian Advisory Board

## April 11, 2012 Minutes

### Attendees

Members: Devor Barton, Jeniffer Calleja, Lydia Heard, Mark Landreneau, Katherine McKinnon, Seth Schromen-Wawrin, Victor Stover, Jacob Struiksma

Other Attendees:

Brian Dougherty (SDOT)

3 Public attendees

### March Minutes:

Approved.

### Public Comments:

None

### Individual Reports:

Devor:

- Attended the Bicycle Advisory Board meeting last week. They discussed Linden Avenue improvements, the 520 infrastructure issues around the Arboretum, and the Bicycle Master Plan (BMP) update. They would like a bike detour for access while Linden is under construction. They are currently getting public input on the BMP. They are looking at potential bike routes from 520 through the Arboretum.
- Attended the Seattle Neighborhood Greenways panel discussion with Peter Hahn and Dongho Chang.
- Was active with Beacon Bikes and Greenways, attended Road Safety Communications, Waterfront discussion and workshop, and Seattle Neighborhood Greenways.

Lydia:

- Went to King Street Station Phase IIB kickoff - SDOT and other agencies have been very effective in getting grants and funding for this sort of work, good for us in Seattle
- Attended SPAB Waterfront Discussions (presentation tonight)
- Went to the Northgate open house, where Jacob had the applause line - ST is a transit agency, not cars and parking agency, focus on ped transit and build the bridge. There is a workgroup evaluating a range of alternatives for parking replacement and mitigation - someone from City Council?
- Attended Seattle Neighborhood Greenways in Phinney, many familiar faces.
- Special Committee on Central Waterfront, Seawall and Alaskan Way Viaduct replacement - ACTT update. Charley Royer suggesting a systemwide approach may be necessary, can't keep tolling one project at a time. The public needs to know and understand. CM O'Brien: How are we mitigating for congestion on surface streets? Pushing traffic through, or having a nice downtown (what focus)? CM Conlin: Tolling

cordons, technology for specific tolling, like ORCA? Questions about detour and ferry queuing, holding area, reservations.

- Went to Design Review for Amazon development in the Denny Triangle. They are requesting alley vacations and proposing significant new public spaces; design will be very important.
- The PLUS (Parks, Land Use, Sustainability?) committee discussed the Lake to Bay Loop, question whether to include in urban trails map, which is outmoded, doesn't have a good definition of "urban trail".
- Stopped in at the RFA Open House - Users who are dependent on the ride-free zone were there filling out comments.
- Attended Road Safety Communications workgroup. Proven methods come from the WTSC (Washington Traffic Safety Commission) Target Zero program. That is geared towards highway users, we may need to adjust.
- Special Committee on the Waterfront - \$30mill from WSDOT for parking loss mitigation. No real transit on waterfront. 99 extended through summer but not very reliable or useful.
- Transportation Committee - 3rd Ave initiative just getting up steam, not much new or hopeful yet (Harrell); focus on crime, data-driven crime analysis. RFA - small circulator buses (Access vans) being looked at, go up to First Hill hospitals, 20 minutes, anyone could ride.
- Today, council meeting on Regulatory Reform - more info about changing land use codes to concentrate ground floor retail in urban villages and transit overlay zones, and allow other uses along corridors and out into the surrounding multi-family zones (affects pedestrian network and usage).

Victor:

- Attended the Transit Advisory Committee meeting, where Peter Hahn talked about the 2012 Agenda. David Hiller talked about the new stadium proposal. There are concerns over SODO congestion and freight impacts. An Environmental Impacts Statement (EIS) will be done. The arena site was proposed because of transit access but it is not a good pedestrian environment; will need investment from the City.
- Attended Waterfront discussion and workshop.

Mark L:

- Found more info about the APS (Audio Pedestrian System). There is an RAIS (Remote Audible Infrared Signage) project [*DOT grant to Sound Transit?*], a remote access system. Positives: Cheaper than APS. You can hit a remote to cross the street. The Federal Access Board is testing it. Lighthouse is not satisfied yet, it breaks easily, still testing.
- Hybrid cars are a problem because they are too quiet, too easy to get hit. Jacob: All autos are now required to have an audible sound at a certain decibel level.

Katherine:

- Came back from maternity leave three weeks ago (Matthew in attendance) and it has changed my personal perspective. I live in Bryant now and advocate for design around Roosevelt. There are also issues with children and strollers on buses.
- I am stepping down from SPAB; this is probably my last meeting.

Jacob:

- Attended two Transportation Choices meetings, on legislative session recap, and light rail in Bellevue, Jay Inslee vs. McKenna on light rail.
- PSRC presented on the Growing Transit Communities initiative.
- Attended the Roosevelt Community Council meeting.

Jeniffer:

- Went to Olympia for the Immigrant and Refugee legislative day. Helped train refugees to talk to officials. We also talked about pedestrian issues.
- I work and live on the new Rapid Ride C line. They changed the bus stops, with some sidewalk changes, new bench or shelter, but no road changes - does that make it "Rapid"? Hopefully more people will take the bus. How much priority lane will be added? Currently it takes 7 minutes by car, 21 by bus. Hopefully it will get better.
- Regarding pedestrian collisions at 8th and Roxbury: I tried to find out who can change left turn arrows in the street. The person responsible said it doesn't meet the criteria.

Seth:

- Attended Central Waterfront workshop with Steve Pearce, who will be presenting.
- The 520 bridge meetings are ongoing, there is one tomorrow at MOHAI. Looking at the Montlake area, a buffer around the lid - the approach from the off-ramps, Montlake crossings, the pedestrian experience. We've had outreach with the neighbors, but not so much with UW or people who pass through - we need outreach to more groups.
- Safe Routes to School meeting is right after the MOHAI meeting, at Bryan elementary.
- The 520 bridge project team wants a workshop with us and the bike groups.
- Bridging the Gap work is ongoing.

Announcements:

Seth:

- We will have an opportunity to tour the Transportation Management Center.
- Still waiting for selection of new SPAB members from Mayor's office.

Brian:

- Howard Wu, former SPAB member, is now working with Brian at SDOT in the Bike/Ped division of Traffic Management.

## **Central Waterfront**

Steve Pearce (SDOT)

- Broad overview: Need to replace the viaduct and the seawall, opportunity for new Alaskan Way and Waterfront. different stakeholder considerations - transit, freight, commuters, bikes and pedestrians. There will be many more vehicles than are on Alaskan Way today.
- Several segments and "places" identified in waterfront design, along with opportunities for getting down to the water.

- South segment: Large complicated street section with transit flex lanes and ferry queuing. WSF will use parking attendants for most efficient queuing. There should be less queuing in the roadway than exists today. A reservation system is also being considered.
- Different alternatives for routing transit into Downtown. "Shared Street" designs may be possible on some of the Pioneer Square east-west connecting streets. The little stretch of Railroad Way S will be either ped/bike or perhaps a shared street.
- There is an opportunity for a large rocky beach in the shallow area between Pier 48 (planned as a Festival Pier) and Colman Dock. The Ferry Plaza is envisioned as an active public space.
- The Overlook Fold from Pike Place to the Aquarium is a key feature, with retail/market structures, possible playscapes, views, overlook of the trains entering/exiting the tunnel.
- Public Piers 62/63 will be rebuilt. Shown with swimming areas but more likely for a swimming pool barge to be brought in during the summer.
- New Alaskan Way will have signalized pedestrian crossings at every intersection. Designs showing pavement differentiation. Getting into the details of driveway crossings, separated bike path crossings. There will be a new pedestrian bridge from the ferry terminal to 1st Avenue at Marion. There is also a ped/bike overpass near the south portal.
- Other east-west connections also important. Getting people up and down grade changes in particular. Escalators possible at Union.
- The pedestrian promenade along the waterfront will be very spacious and many design options are being considered. Light passages for young salmon are being included along the seawall.
- The east side of the new Alaskan Way will also present interesting opportunities, with many different raised loading dock configurations.
- New design information: Seating and railing options, information kiosks, lighting ideas.
- Several ideas shown for getting down to the water, including ADA accessible ramps.
- Bell Street Park will be extended between 1st and Elliott.
- Questions, discussion: JS - Will you have the pedestrian all-ways (scramble) crossings? -Not designed yet, possible but maybe not likely. SSW - Are any land-use changes planned? -We could make Alaskan Way a Class I pedestrian street, which requires ground-level uses. JS - Will there be other public meetings? -Probably a big wrap-up meeting in June.
- There are about 80,000 parking spaces upland from Alaskan Way. Other ways can be found to get people to the waterfront than by car.

### **Street Tree Ordinance**

Nolan Rundquist and Susan Paine (SDOT)

- The ordinance has been under development for a long time - originally requested by Jan Drago

- Street trees are vital to quality of life in Seattle. Increasing tree canopy is part of many city goals.
- Good tree care is good for sidewalk accessibility. Overpruning trees or topping them makes short, fat trees out of tall trees - they get wider and branch out.
- This is the first new tree ordinance since 1961.
- (Questions, discussion) Businesses need a permit to put lights in trees. Permits are needed for pruning branches over 2" in diameter. JS - even to keep the right sidewalk clearance? ML - What about roots that break the sidewalk? -Whoever planted the tree is responsible for repairing root disruption. We have an approved street tree list with minimum planting width required for species of tree. KM - how do you know who owns the tree? -We have a tree inventory map published online. It also shows heritage trees on private property. SSW - What about City Light pruning? -They are adding qualified arborists to all their crews. They have to follow the ordinance and meet industry standards. JS - Are there fines for tree obstruction of sidewalk? -DPD has that responsibility but SDOT is trying to get enforcement purview. DPD sends a notice to the owner but there is no follow-up. SDOT can better inspect and enforce the ordinance. JS - How often are there inspections? -We have three people that go out every day. JS - not enough -We can't enforce through inspection, have to rely on complaints. Call 684-TREE or email [seattle.trees@seattle.gov](mailto:seattle.trees@seattle.gov) We are hiring three more inspectors this week. We have one person just for trees and sidewalks, the sidewalk safety repair program, but there are close to 20 inspectors overall. KM - educate homeowners? -Yes, through SPU, Jana Dooley is the outreach coordinator. We send info through them and City Light, in multiple languages. There will be a list of registered tree service online. JS - What about tree pits? -Lou does that too, 12 hours a month leveling tree pits. We rely on complaints for that too. JC - Penalties could devastate small firms. Could you make the certification process more accessible to them? -We talked to Plant Amnesty about classes. We operate on complaints; if they're doing good work it's under the radar and won't be reported. We do outreach to Chambers of Commerce, small and minority-owned businesses, the guy with the pickup truck.
- Some sidewalk construction will use silva cells to guard against root incursion. This is expensive but stops root uplift.
- SSW - Do you anticipate passage of the ordinance? -Yes, as is.
- There are non-compliant trees all through the city, and in many cases no room for re-planting - but we are required to plant new trees for no net-canopy loss.

## 8:07 Adjourn

LH